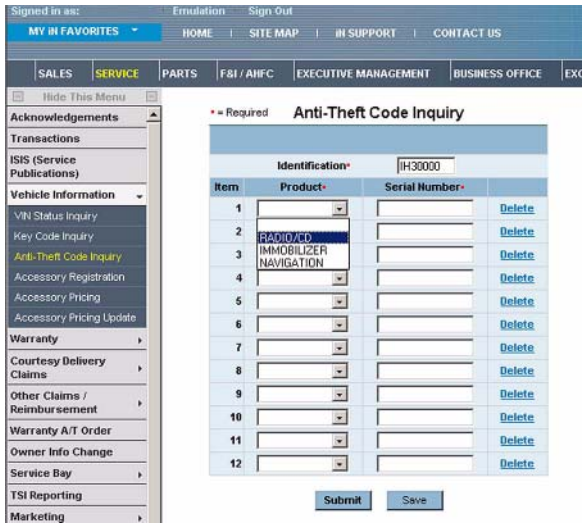
HONDA ServiceNews May 2004

Audio Unit and Navigation System Anti-Theft Codes Available on *i*N

NOTE: This article applies to '90–04 Accords, '90–04 Civics, '97–04 CR-Vs, '03–04 Elements, '95–04 Odysseys, '03–04 Pilots, and '00–04 S2000s.

Need the anti-theft code for the audio unit or for the navigation system control unit? It's just a few keystrokes away on the Interactive Network (*i*N).

From the *i*N main menu, click on **SERVICE**, **Vehicle Information**, and then **Anti-Theft Code Inquiry**. Select **RADIO/CD** or **NAVIGATION**, enter the serial number, and then click on **Submit**. You'll see the appropriate anti-theft code displayed.



Audio Unit Code Problems

If you enter the anti-theft code into the audio unit for a '03–04 Accord, and the code doesn't work, try entering the serial number again at the **Anti-Theft Code Inquiry** screen, this time, with or without the three-letter prefix.

NOTE: The anti-theft code for a '03–04 Accord audio unit with navi has *four* digits; all other models have a *five* digit code. If you enter the serial number for a '03–04 Accord audio unit with navi, and you see a five-digit code displayed, just drop the last digit.

Navigation System Code Problems

If you enter the anti-theft code into the navigation system control unit for a '03–04 Accord, '00–04 Odyssey, or '03–04 Pilot, and the code doesn't work, follow these tips:

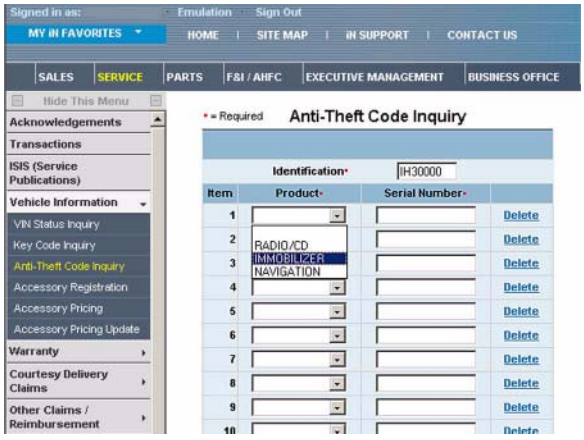
- *Accord only:* Select **RADIO/CD** this time from the **Anti-Theft Code Inquiry** screen, and enter the same navigation system control unit serial number. If the displayed anti-theft code has five digits, drop the last digit and enter just the first four digits into the control unit.
- Try entering **0000** as an anti-theft code into the control unit. If this works, then replace the control unit. Make sure you note this problem on the core return form.
- When you enter the control unit serial number on the **Anti-Theft Code Inquiry** screen, try removing the letter at the end of the serial number.

If you follow these tips, and you still come up empty handed, then call the Warranty Department at **310-783-3240**.

Type 1 Immobi Brake Codes Available on *i*N

The **Anti-Theft Code Inquiry** screen on *i*N also lets you get the five-digit immobilizer brake code if you're working on a vehicle with a Type 1 immobilizer system ('97–01 Prelude). This feature is useful if the immobilizer control unit was replaced and the brake code for that unit isn't available, or if you want to confirm a Type 1 immobilizer brake code.

To get the immobilizer brake code, select **IMMOBILIZER**, enter the immobilizer control unit serial number, and then click on **Submit**. You'll see the immobilizer brake code displayed.



Free-to-Air Channels Eliminated for XM Radio

On May 7, 2004, the remaining five free-to-air channels for XM Satellite Radio were eliminated. This leaves only Channels 0 and 1 available until the XM radio demo service gets activated at PDI. Once the radio demo service is activated, all 100-plus channels of XM satellite radio programming are available. A quick way to check if the demo service is activated is to tune to Channel 47. If you're getting Channel 47, you're done.

New Software for HDS: Version 1.012.014

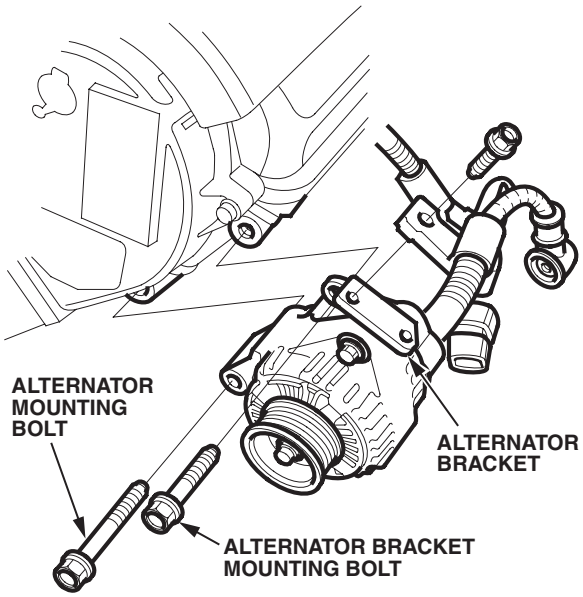
A CD was sent to all Honda dealerships during the week of May 10, 2004. It contains HDS software version 1.012.014. This CD has an olive green label (no pastels or candy colors here!) that reads "Honda Diagnostic System Installation Disk (VER 1.012.014), May 2004." Your system administrator should have this software already installed on the master server.

Here's some important info on 1.012.014:

- The HDS can now configure the Honda Interface Module (HIM) as a drive recorder for data analysis. High-speed sampling is included. As part of this, all Honda dealerships are getting a new communication cable (P/N REDCAT5E). This cable began arriving at dealerships the week of May 24, 2004.
- ECM/PCM reprogramming with the HDS is now available. This adds another method besides using the HIM.

Broken Alternator Bracket or Bracket Mounting Bolt

If you get a '98–02 Accord V6 or '99–04 Odyssey in your shop with a broken alternator bracket or alternator bracket mounting bolt, don't just replace the broken bracket or bolt. Make sure you check the alternator mounting bolt.



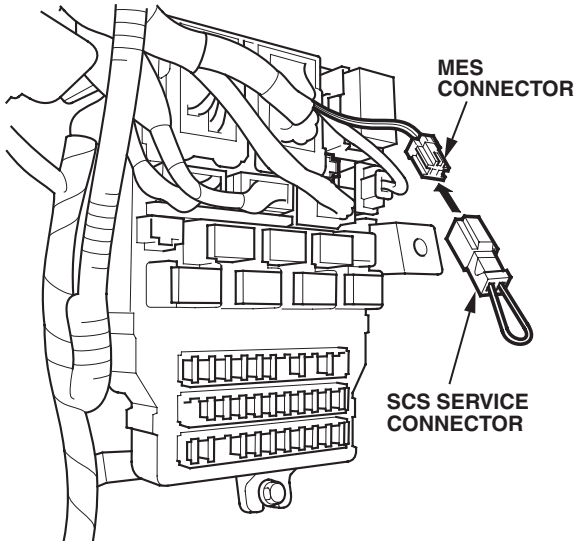
Often times these parts bear the pain of earlier repair work to the alternator, the cylinder block, or the cylinder head. If the alternator mounting bolt was cross-threaded or it wasn't torqued to spec when the alternator was being installed, the stress on the alternator bracket and its mounting bolt could cause one or both to break.

Use the HDS to Read SRS DTCs

NOTE: This article applies to '98–04 Accords, '01–04 Civics, '02–04 CR-Vs, '03–04 Elements, and '03–04 Pilots.

If you need to read SRS DTCs, make sure you use the Honda Diagnostic System (HDS). Don't try plugging the 2P SCS service connector into the yellow MES connector, it won't work.

Plugging the 2P SCS service connector into the yellow MES connector lets you manually clear SRS DTCs from the SRS unit, and that's it. For more info, refer to the Restraints section of the appropriate service manual. (In ISIS, use the keyword **READ SRS**, and select **Reading SRS DTCs** from the list.)



Clicking or Ratcheting Noise on Hard Right Turns

A faulty starter motor can cause a '03–04 Accord or '02–04 CR-V to make a clicking or ratcheting noise when turning hard right. This noise can easily be mistaken for a tranny noise.

To properly identify this noise, hook up a STEELMAN® ChassisEAR™ diagnostic tool (T/N JSP-SM06600) to the starter motor, and test-drive the vehicle. If the noise is loudest at the starter, replace the starter motor.

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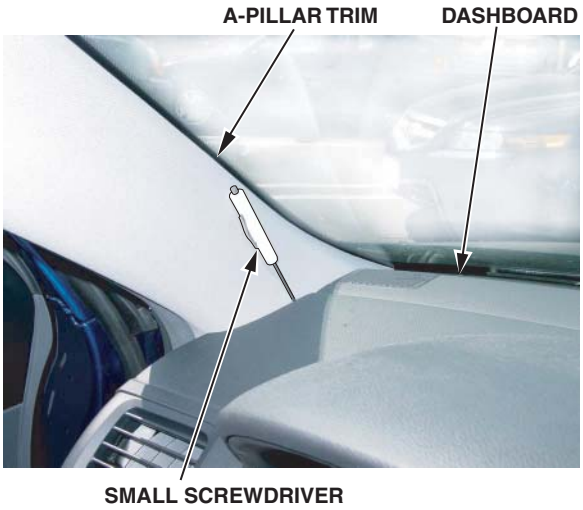
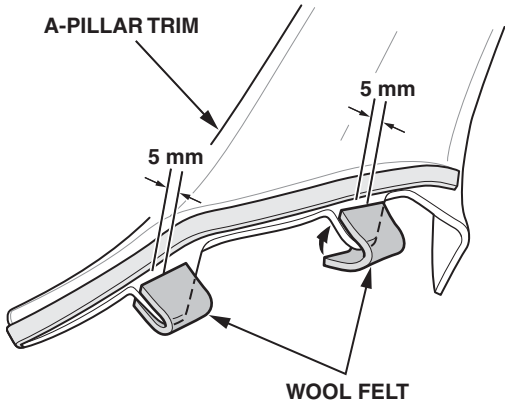
Ticking, Popping, or Creaking From Driver's A-Pillar: '03–04 Accord

Complaints from '03–04 Accord owners of a ticking, popping, or creaking from the driver's A-pillar could be caused by a shifting of the wool felt pieces that insulate the A-pillar trim from the dashboard. If these felt pieces shift, it allows plastic-to-plastic contact when driving.

1. Test-drive the vehicle to duplicate the noise.
2. Wrap some protective tape around a small, flat-tip screwdriver, and wedge the screwdriver between the driver's A-pillar trim and the dashboard.



3. Test-drive the vehicle, and listen for the noise.
   - If you can't hear the noise, go to step 4.
   - If you still hear the noise, check the article "Creak or Click at Dashboard or A-Pillar: '03 Accord" in the December '02 issue of *ServiceNews*.
4. Remove the A-pillar trim (see pages 20-90 thru 20-93 of the 2003–04 Accord S/M). (In ISIS, use the keyword **DOOR AREA**, and select **Interior Trim Removal/Installation - Door Area**, from the list.)
5. Look at the two tabs on the A-pillar trim, and make sure the pieces of wool felt are properly positioned. Reposition or replace any pieces that have shifted.



6. Reinstall the A-pillar trim.
7. Test-drive the vehicle to make sure the noise is gone.

Got an A/T DTC P0740? *Don't* Replace the Solenoids

If you're troubleshooting a '99–04 Odyssey for an A/T DTC P0740 (lock-up control system), *don't* replace the TCC, shift, or linear A/B solenoids if the A/T has more than **10,000 miles** racked up. What's most likely causing this DTC is low line pressure resulting from the inlet screen being clogged with clutch material. To fix this problem, refer to S/B 02-062, *Warranty Extension: Accord, Odyssey, and Prelude Automatic Transmission, and to* S/B 98-061, *Automatic Transmission In-Warranty Exchange Program,* and replace the A/T.

’03–04 Element: Front Door Inner Sash Trim Removal and Installation

The removal/installation procedure for the front door inner sash trim on page 20-7 of the 2003–04 Element S/M is a tad skimpy on detail. If you’re not careful, you could break the clips when pulling off the trim.

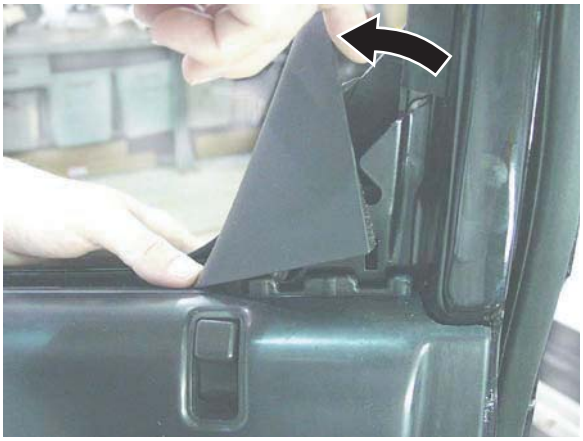
If you need to remove and install the inner sash trim, follow these steps instead:

Removal

1. Lower the front window so you can access the inner sash trim.

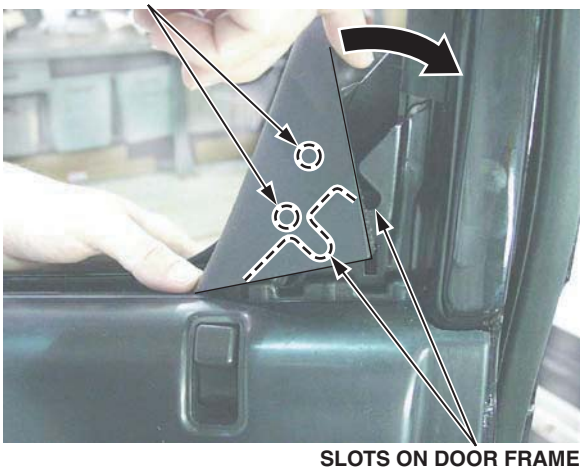
2. Use a trim tool to release the clip at the lower rear corner of the sash trim. Pry out from the edge of the sash trim until the clip releases.

3. While pressing down the front corner of the sash trim, pull the top corner forward until the sash trim releases.

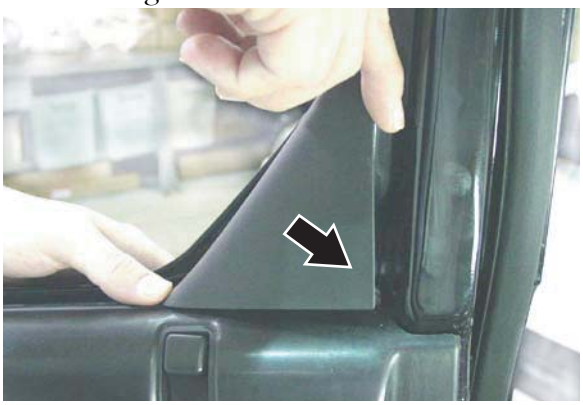


Installation

1. Set the front corner of the inner sash trim in the slot behind the sash bracket.



2. Pivot the sash trim down, and push it into the corner edge of the door.



3. Push on the rear corner of the sash trim to set the clip. Make sure the sash trim is pushed all the way into the corner of the door before setting the clip.

Doing S/B 04-021? Remember These Points

With the recent release of S/B 04-021, *Safety Recall: Automatic Transmission Second Gear Inspection*, it's really critical that you follow the steps in the **INSPECTION PROCEDURE** to the letter. Here are some important points to remember:

- Never hand-hold the camera to record your digital images of the gear teeth. For clear, readable images, always use the camera mount from the A/T Gear Inspection Kit.
- Make sure you blow shop air onto the top of the gear teeth for at least **15 seconds**. This removes residual ATF from the gear teeth so you can view them more clearly.
- Use a workstation monitor to view and evaluate your digital images. Use the handy, plastic-laminated *Automatic Transmission Gear Inspection Guide* from the kit to help you decide the gear condition level. Hold up the guide next to the monitor so you get a good match of gear color. If you're not sure you've got the right match, get a second opinion from someone in your shop.
- Make a decision and take action! Remember, you've got a customer waiting. If you think the gear condition matches level #1, then go ahead and install the A/T Oil Jet Kit (P/N 06250-PGH-305, H/C 7758931) according to the steps in the **REPAIR PROCEDURE**.

  If you think the gear condition matches level #2 or higher, then fill out the Warranty Automatic Transmission Order form on the Interactive Network (*i*N), and submit it to the RPO Tech Line along with your digital images.

DVD i~VES *Doesn't* Fast Forward or Rewind at 4X

Although the O/M for the '99–04 Odyssey accessory DVD i~VES says so, the i~VES can't actually fast forward or rewind at four times its normal speed. The i~VES has just *one* speed for fast foward or rewind. This error will be corrected in future O/Ms for this accessory.

Tips From Training: Balance Self-Study With Family Time

Rick Donia, Training Center Coordinator in French Camp, CA, has some great advice if you're struggling with completing your self-study training because you don't have a PC, your dial-up connection is as slow as molasses, or there just doesn't seem to be enough hours in a day. He says try combining some family time with your training. Take the family to the library!

Most public libraries have computers with free internet access. And if you're computer clueless, or a little fuzzy on how to use one, there's often a resource person available to help you out. While your loved ones are using other library features, you can spend an hour or so working at the Online University. Doing this once a week forms a good study habit, and it sends a positive message to your family on the importance of continuous learning.

Filling the ATF Cooler Cleaner

Here's a news flash for those of you who have received the ATF Cooler Cleaner (P/N GHTTTCF6H)! The cooler cleaner uses **9.5 gallons** of ATF-Z1, *not* **8 gallons** as stated in S/B 89-022, *ATF Cooler Cleaner*. This allows for circulation through the hoses and the two spin-on filters while keeping the proper fluid level in the tank for the heater to work. This correction will be made in ISIS.

Our thanks go to **Bryan Brown** of Northwest Honda in Owings Mills, MD. He sent us an ISIS feedback report alerting us to this error. Thanks, Bryan.

AUTOMOTIVE Youth Educational Systems YES ®

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